Amendments to the Specification:

Please amend the specification as follows:

Page 2, second full paragraph (lines 11-17)

Another object of the present invention is to provide a vehicle speed control system which can [decides] decide whether the vehicle is traveling on a curved road and varies the variation (acceleration/deceleration) of a command vehicle speed so as to fit with a drive feeling during a constant vehicle speed cruise control.

Page 5, second full paragraph (lines 19-25)

A command vehicle speed determining block 510 of vehicle speed control section 500 calculates a command vehicle speed $V_{COM}(t)$ by each control cycle, such as by 10ms. A suffix (t) denotes that the value with the suffix (t) is a [valve] value at the time t and is varied in time series (time elapse). In some graphs, such suffix (t) is [facilitated] assumed.

Page 5, third full paragraph (lines 26-32)

A command vehicle speed maximum value setting block 520 sets a vehicle speed $V_A(t)$ as a command vehicle speed maximum value V_{SMAX} (target speed) at time when set switch [30] 20 is switched on. Vehicle speed $V_A(t)$ is an actual vehicle speed which is detected from a rotation speed of a tire rotation speed by means of a vehicle speed sensor 10.

Page 10, last paragraph (line 33), continuing on page 11 (lines 1-24)

As mentioned above, vehicle speed correction quantity $V_{SUB}(t)$ is obtained from the multiple between the correction coefficient CC according to the lateral acceleration and the limit value of the command vehicle speed variation [$V_{COM}(t)$] $\Delta V_{COM}(t)$. Accordingly, the subtract term (vehicle speed correction quantity) increases according to the increase of the lateral acceleration so that the vehicle speed is controlled so as to suppress the lateral-G. However, as mentioned in the explanation of steer angle signal LPF block 581, the cutoff frequency fc is lowered

as the vehicle speed becomes larger. Therefore the time constant TSTR of the LPF is increased, and the steer angle LPF $\theta_{LPF}(t)$ is decreased. Accordingly, the lateral acceleration estimated at the lateral-G calculating block 581 is also decreased. As a result, the vehicle speed correction quantity $V_{SUB}(t)$, which is obtained from the vehicle speed correction quantity calculation map 583, is decreased. Consequently, the steer angle becomes ineffective as to the correction of the command vehicle speed. In other words, the correction toward the decrease of the acceleration becomes smaller due to the decrease of vehicle speed correction quantity $V_{SUB}(t)$.

<u>Page 15, last paragraph (lines 31-33), continuing on page 16 (lines 1-17)</u>

Further, when the vehicle speed during the curved road traveling is small or when vehicle speed difference ΔV_A is small, command vehicle speed variation $\Delta V_{COM}(t)$ is set small and therefore the acceleration for the vehicle speed control due to the command vehicle speed is decreased. This operation functions to [preventing] <u>prevent</u> a large acceleration from being generated by each curve when the vehicle travels on a winding road having continuous curves such as a S-shape curved road. Similarly, when the vehicle speed is high at the moment of the termination of the curved road traveling, or when vehicle speed difference ΔV_A is small, it is decided that the traveling curve is [single] <u>one curve</u> and command vehicle speed variation $\Delta V_{COM}(t)$ is set at a large value. Accordingly, the vehicle is accelerated just after the traveling of [a singie curved road] <u>one curve</u> is terminated, and therefore the driver of the vehicle becomes free from a strange feeling due to the slow-down of the acceleration.

Page 19, first full paragraph (lines 10-15)

When a norm model $G_V(s)$ is treated as a first-order low-pass filter having a time constant T_V upon neglecting the dead time of the controlled system, the model matching compensator $C_3(s)$ takes a constant as follows.

$$[C_3(t) =]\ \underline{C_3(s) =} m_V \bullet Rt/T_V \qquad \text{---(15)}$$